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DIVISION

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT

MAJOR NORTH VIETNAM AIRFIELDS
CONSTRUCTION ACTIVITY AND IMPROVEMENTS

Declass Review by NIMA/DOD

CIA/PIR 67220

DATE MARCH 1966

GROUP 1
Excluded from automatic
downgrading and declassification

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MAJOR NORTH VIETNAM AIRFIELDS
CONSTRUCTION ACTIVITY AND IMPROVEMENTS

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MAJOR NORTH VIETNAM AIRFIELDS
CONSTRUCTION ACTIVITY AND IMPROVEMENTS

A study was made of comparative coverage of the major airfields in the DRV (North Vietnam) in order to determine improvements and/or construction activity underway as seen on the latest available aerial photography.

The following is a run-down, by airfield, of significant improvements and/or construction activity.

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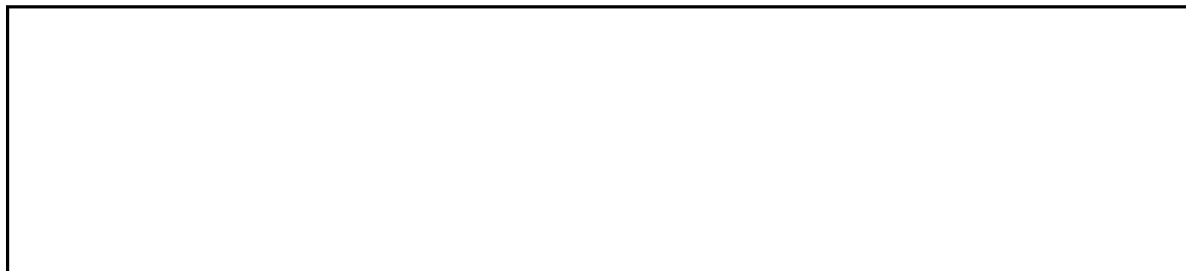
KEP AIRFIELD
(21 24 OON-106 16 10E)
(SEE FIGURE #1 - OPPOSITE PAGE)

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The airfield is located approximately 1.1 nm WSW of Kep.

A NE/SW concrete runway has been extended to 5,975 X 155 ft. and the airfield now appears to be operational. A concrete parking apron located at the NE end of the runway has been completed and is in service. A loop dispersal area consisting of 12 aircraft revetments and a firing butt has been completed at the NE end of the runway. The heavy construction activity at the SW end of the runway appears to be an additional possible aircraft dispersal area under construction.

Photography utilized as comparative coverage is listed below.



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POSS AIRCRAFT DISPERSAL AREA U/C

APPROXIMATE AREA OF RUNWAY EXTENSION

W POSITION

AAA POSITION

PARKING APRON

RUNWAY
5,975 X 155 FT

POSS TIRAC BUILDING

AIRCRAFT DISPERSAL AREA

SCALE VARIES

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PHUC YEN AIRFIELD
(21 13 07N-105 48 22E)
(SEE FIGURE #2 - OPPOSITE PAGE)

The airfield is located approximately 5.7 nm ESE of Phuc Yen and is operational.

Five new aircraft revetments have been constructed adjacent to the taxiway leading to the aircraft dispersal area north of the runway. Heavy construction activity at the dispersal area is also evident. Several aircraft revetments at the dispersal area appear to be new; however, it is impossible to determine the correct number of new revetments due to the lack of complete comparative coverage of this area. Twelve aircraft revetments have been constructed on parking aprons located parallel to the runway.



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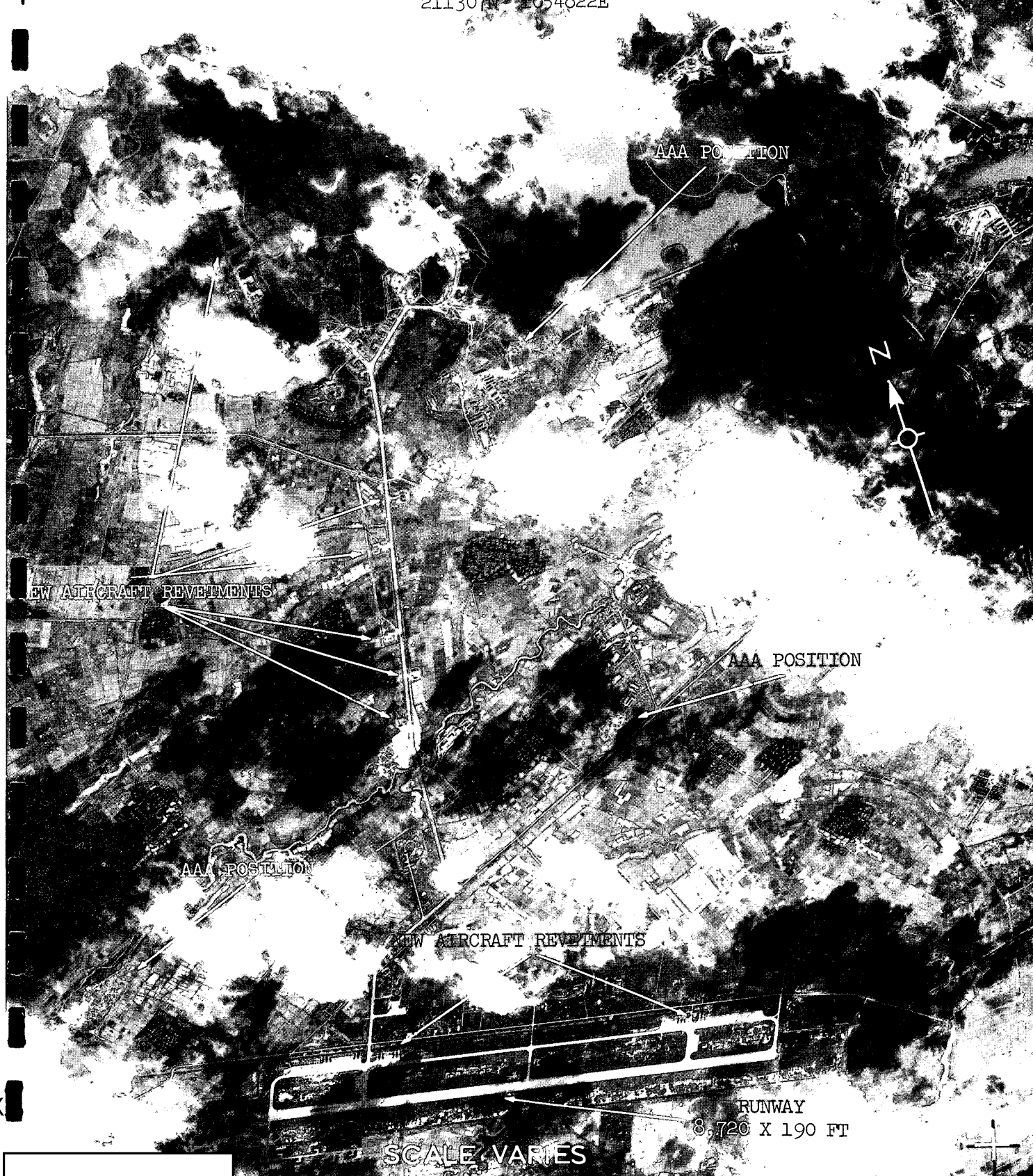
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PHUC YEN AIRFIELD
211307N 1054822E



AAA POSITION

NEW AIRCRAFT REVELEMENTS

AAA POSITION

AAA POSITION

NEW AIRCRAFT REVELEMENTS

RUNWAY

8,720 X 190 FT

SCALE VARIES

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HANOI/GIA LAM AIRFIELD
(21 02 12N-105 53 18E)
(SEE FIGURE #3 - OPPOSITE PAGE)

The airfield is located approximately 1.8 nm ENE of the center of Hanoi.

The NNE end of the runway has been extended 1,200 ft.. The extension is of concrete and includes an aircraft alert apron approximately 80 X 200 ft.. The dimensions of the NNE/SSW runway (including extension) are 6,550 X 85 ft.. There is no apparent change in the condition or dimensions of the NW/SE runway which is currently used for aircraft parking.

Construction activity is noted adjacent to the taxiway which parallels the NNE/SSW runway. However, early stages of construction preclude a definite identification as to the purpose of this site.

The extension of this airfield makes it serviceable for jet fighters and/or light jet bombers. However, neither of these types have been noted at this airfield on available aerial photography. Major traffic noted on photography is twin-engine cargo and small liaison/trainer-type aircraft.

Photography utilized as comparative coverage is listed below.



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HANOI/BAC MAI AIRFIELD
(20 59 22N-105 50 00E)
(SEE FIGURE #4 - OPPOSITE PAGE)

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The airfield is located approximately 2.4 nm SSE of the center of Hanoi and is serviceable.

The NW end of the runway appears to be in the process of being lengthened, however no significant construction has been accomplished during the months of [REDACTED] This area was formerly occupied by small support type buildings which are in the process of being razed. The approximate size of the probable extension will be approximately 650 X 130 ft.. The runway dimensions including the extension will be 5,200 X 130 ft..

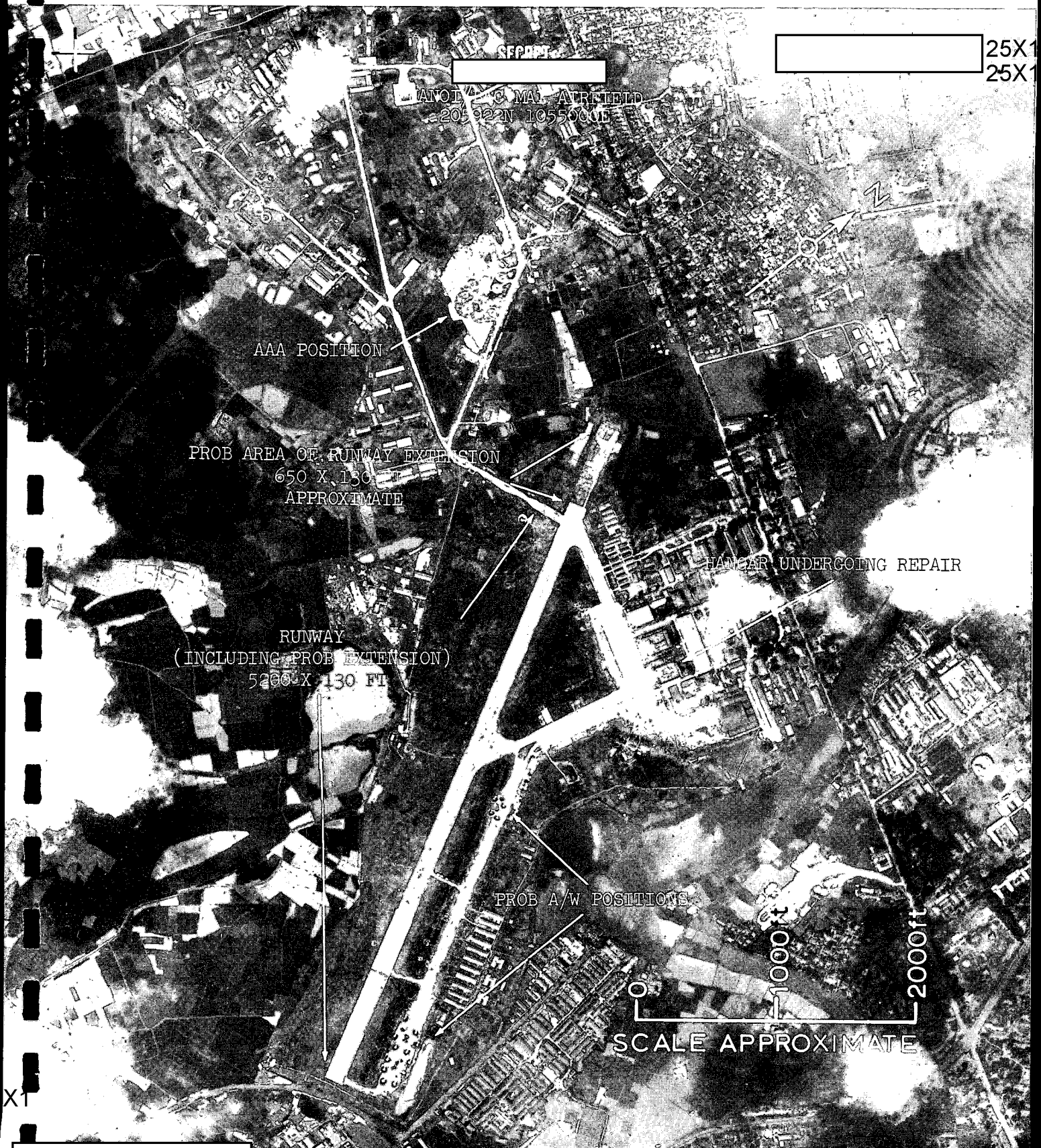
One medium hangar appears to be undergoing improvement. The roof has been removed and the hangar will probably be re-roofed.



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HAIPHONG/KIEN AN AIRFIELD
(20 48 29N-106 36 48E)
(SEE FIGURE #5 - OPPOSITE PAGE)

The airfield is located approximately 5.1 nm SW of the center of Haiphong and appears serviceable.

The NE/SW concrete runway presently measuring 5,900 X 80 ft. appears to be in the process of being widened on the west side. Construction is still in the excavation stage and no estimation of new runway width can be determined at this time.

A new aircraft dispersal area consisting of 3 aircraft revetments located at the NE end of the runway is in the final stages of construction and will probably serve as an aircraft alert area.

Quality and obliquity of photography precludes a more accurate interpretation.



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HAIPHONG/KIEN AN AIRFIELD
204829N 1057548E

NEW AIRCRAFT ALERT
AREA

CONSTRUCTION ACTIVITY
POSS WIDENING OF RUNWAY

RUNWAY
5,900 X 80 FT

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0 1000ft 2000ft 3000ft
SCALE
APPROXIMATE

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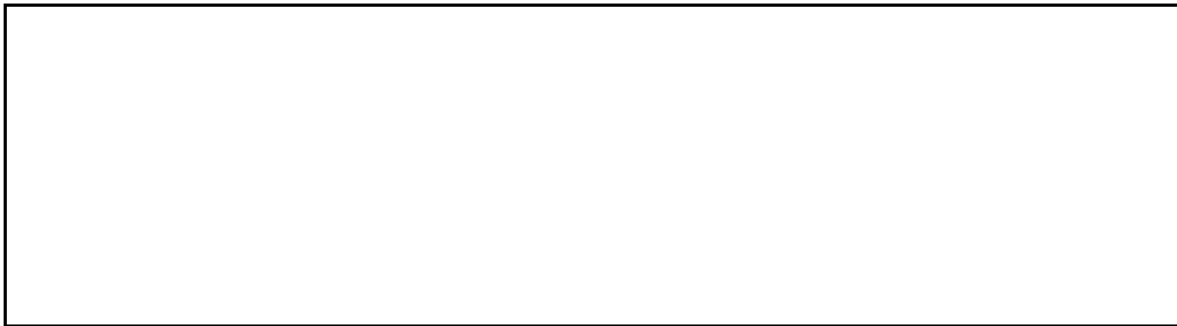
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HAIPHONG/CAT BI AIRFIELD
(20 49 02N-106 43 40E)
(SEE FIGURE #6 - OPPOSITE PAGE)

The airfield is located approximately 3.5 nm SE of the center of Haiphong and is serviceable.

There is no apparent change in the runway condition or dimensions. The runway is concrete and asphalt, oriented ENE/WSW, and measures 7,700 X 190 ft.. The runway extension capability is limited due to the surrounding cultural features.

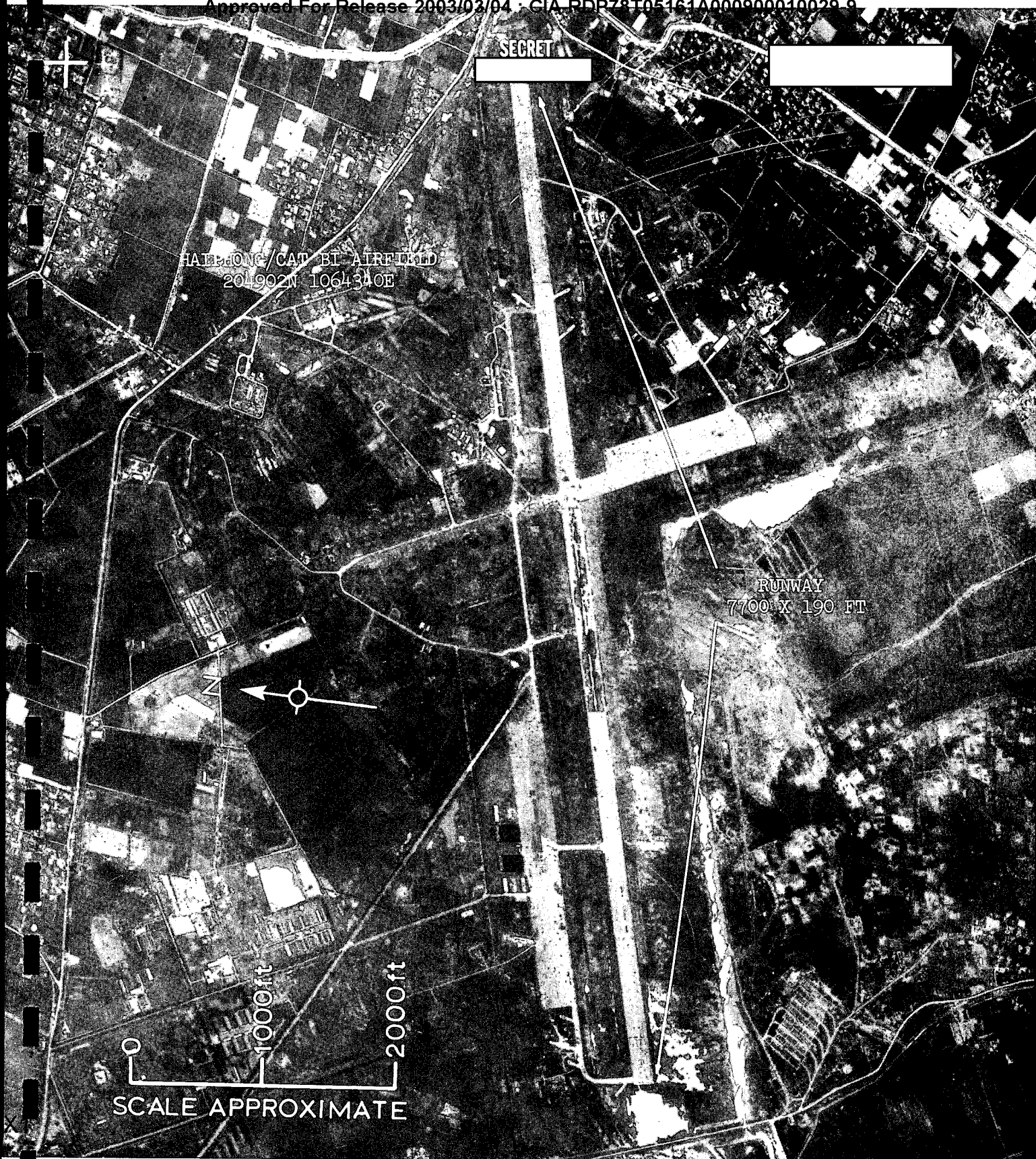
No improvements or construction activity is noted.



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PHU THO AIRFIELD
(21 23 50N-105 12 50E)
(SEE FIGURE #7 - OPPOSITE PAGE)

The airfield is located approximately 0.8 nm E of the center of Phu Tho and is unserviceable.

The E/W runway is currently being resurfaced. A large amount of excavated earth is located along the north side of the runway. After the resurfacing is complete the runway dimensions will be approximately 4,400 X 170 ft.. The surface of the runway cannot be determined at this time.

A new loop taxiway is under construction along the south side of the runway and it contains 2 new aircraft revetments. An old and deteriorated aircraft revetment is undergoing repair and will be accessible to the new loop taxiway.

Old aircraft revetments located along the sides of the runway have been or are in the process of being destroyed.

Four new revetments housing construction vehicles have been completed.

Several unoccupied possible AW positions have been constructed near the SE side of the runway.

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PHU THO AIRFIELD
212350N 1051240E

POSS. A/V POSITIONS

VEHICLE REVETMENTS

NEW AIRCRAFT REVETMENTS

EARTH MOVING ACTIVITY

NEW RUNWAY AREA
4400 X 170 FT
APPROXIMATE

0 500ft 1000ft 1500ft

SCALE APPROXIMATE

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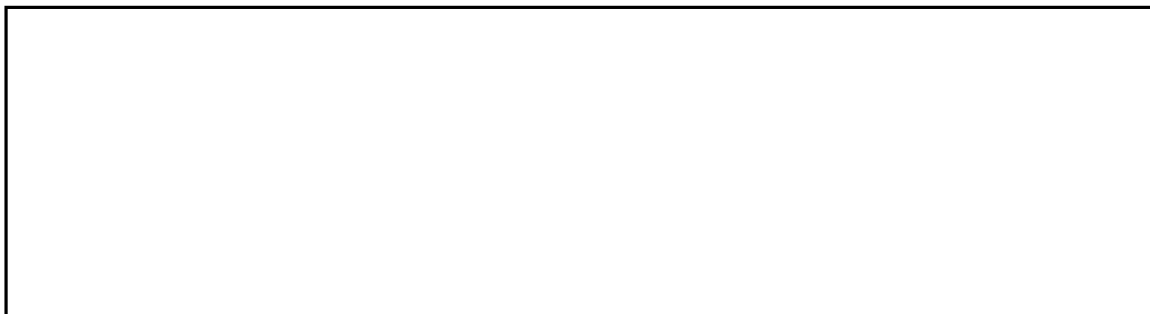
LANG SON AIRFIELD
(21 50 08N-106 46 33E)
(SEE FIGURE #8 - OPPOSITE PAGE)

The airfield is located approximately 0.9 nm SE of the center of Lang Son.

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Thirteen new aircraft revetments have been constructed or are in the final stages of construction.

No apparent change in the condition or dimensions of the runway is evident. However, obliquity and cloud cover precludes more detailed interpretation.



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LANG SON AIRFIELD
215008N 1064633E

NEW AIRCRAFT REVETMENTS

RUNWAY

3,500 X 65 FT

NEW AIRCRAFT REVETMENTS

SCALE VARIES

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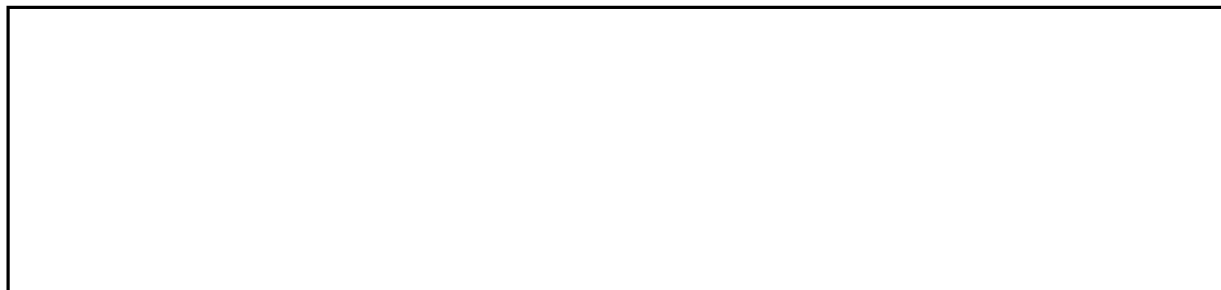
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DIEN BIEN PHU AIRFIELD
(21 23 35N-103 00 40E)
(SEE FIGURE #9 - OPPOSITE PAGE)

The airfield is located approximately 0.9 nm NW of the center of Dien Bien Phu.

Numerous bomb craters on the runway render the field unserviceable. There is no construction activity noted.



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DIEN BIEN PHU AIR
212335N 1030040E

BOMB TARGET

4000

500 ft
500 ft

SCALE
APPROXIMATE

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DONG HOI AIRFIELD
(17 30 45N-106 35 40E)
(SEE FIGURE #10 - OPPOSITE PAGE)

The airfield is located approximately 3.0 nm NNW of the center of Dong Hoi.

No significant changes are evident in the condition of the airfield. Some attempt appears to have been made to fill in the bomb craters, however, this effort has been limited and its effects negligible. Approximately seven bomb craters on the runway render the airfield unserviceable.

No construction activity is noted.

Photography utilized as comparative coverage is listed below.



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DONG HOI AIRFIELD
173045N 1063540E

RUNWAY
5700 X 115 FT

BOMB CRATER

1000 FT

2000 FT

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APPROXIMATE
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VINH AIRFIELD
(18 43 52N-105 40 28E)
(SEE FIGURE #11 - OPPOSITE PAGE)

This airfield is located approximately 3.7 nm north of the center of Vinh and is unserviceable.

No construction activity or improvements are evident although some attempt has been made to fill in the bomb craters. Comparison of photography listed below indicates a decrease in the condition of the runway due to additional bombing. Any attempt to repair the runway during this period has been negligible.

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WIND AIRFIELD

13°45'21"N 10°40'28"E

DESTROYED BUILDINGS

RUNWAY
6400 x 190

NUMEROUS BOMB CRATERS

DAMAGED BUILDINGS

1000ft

2000ft

SCALE APPROXIMATE

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TONG AIRFIELD
(21 05 45N-105 28 00E)
(SEE FIGURE #12 - OPPOSITE PAGE)

The airfield is located approximately 3.3 nm SW of the center of Son Tay and is serviceable.

No apparent change in the runway dimensions or its condition is evident.

Five barracks type buildings (4 double-bay) located approximately 0.5 nm NNW from the center of the runway appear to have been completely dismantled.

A new AAA battery consisting of 6 medium occupied positions is located 0.4 nm east of the center of the runway. A new AAA battery consisting of 8 medium unoccupied positions is located adjacent to the NW end of the runway. A possible A/W position located adjacent to the runway is presently unoccupied.

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TONG AIRFIELD
21 05 45N 105 28 00E

DESTROYED BARRACKS AREA

RUNWAY
3,100 X 210 FT

AAA POSITION

AAA POSITION

POSS A/W POSITION

SCALE
APPROXIMATE

FIGURE 12

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SUMMARY

It is interesting to note that the major construction and improvement activity of the airfields in the DRV (North Vietnam) have been conducted at airfields located within the defense ring of the Hanoi/Haiphong Complexes. These changes include: the resurfacing of Kep Airfield (Reference Figure #1); the addition of new aircraft revetments and increased activity within the dispersal area at Phuc Yen airfield (Reference Figure #2); the 1,200 ft. runway extension and the new aircraft alert apron at Hanoi/Gia Lam Airfield (Reference Figure #3); the probable extension of the runway at Hanoi/Bac Mai Airfield (Reference Figure #4); and the new aircraft alert apron and possible widening of the runway at Haiphong/Kien An Airfield (Reference Figure #5).

The improvements of these airfields gives them the capability of supporting jet fighters and light jet bomber aircraft for possible use in the defense of the Hanoi/Haiphong Complex Area.

Other activity consists primarily of the building of aircraft revetments for the protection of aircraft located at airfields that have not yet been bombed, but that are more susceptible to bombing than those listed above.

Some attempts have been made to repair airfields already bombed, but repeated bombing of these targets makes these attempts ineffective.

All measurements have been made by the CIA/IAD project analyst. They should not be construed as being mensuration data compiled by the NPIC Technical Intelligence Division.

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MAPS AND CHARTS

U.S. Air Target Chart, Series 200, Sheet 0616-15HL, Second Edition, May 1964.
(SECRET)

U.S. Air Target Chart Series 200, Sheet 0616-17HL, Second Edition, September 1963. (SECRET)

U.S. Air Target Chart, Series 200, Sheet 0616-19HL, Second Edition, May 1964.
(SECRET)

U.S. Air Target Chart, Series 200, Sheet 0616-20HL, Second Edition, January 1964. (SECRET)

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U.S. Air Target Chart, Series 200, Sheet 0617-9HL, Second Edition, December 1963. (SECRET)

U.S. Air Target Chart, Series 200, Sheet 0617-19HL, Second Edition, January 1964. (SECRET)

U.S. Air Target Mosaic, Series 50, Sheet 0616-19/7MA, First Edition, January 1960. (SECRET)

U.S. Air Target Mosaic, Series 50, Sheet 0616-20/9MA, First Edition, April 1959. (SECRET)

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U.S. Air Target Mosaic, Series 50, Sheet J0616-20/13MA, Third Edition,
January 1965. (SECRET [REDACTED])

U.S. Air Target Mosaic, Series 50, Sheet 0617-19/4MA, First Edition,
August 1959. (SECRET)

REQUIREMENT

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